

Montana and the sky



Department of Transportation - Aeronautics Division

Vol. 43, No. 4

April 1992

Inside

Administrator's Column: U.S. Airspace nomenclature change may leave interpretations "up in the air." And federal block grants are being proposed to states for airport improvements.



North to Alaska '92 Air Tour: Held in conjunction with the 50th anniversary of the Alaska Highway and Northwest Staging Route, the tour will be held from June 27 through July 5 and cover 1,180 miles.



Calendar of events.



Plains Airport to undergo improvements, including runway paving.



Major rehabilitation of Bell Field runway in Missoula is scheduled for April.



More 1992 conference photos: three pages of events, fun and festivities captured on film for your viewing pleasure.



Close encounters of the bird kind: U.S. Fish and Wildlife Service researches ways to reduce the risks of airplane and bird collisions near airports. A project is now underway to manage Halfway Lake/Sands Wildlife Refuge, near the Havre Airport.

Awards Presented at Aviation Conference

Several area aviation enthusiasts were honored for their dedication to the industry at the awards luncheon held during the Montana Aviation Conference, February 27-29, 1992.

The Montana Aeronautics Division presented the following awards:

Flight Instructor Recognition Award
Vic Wokal

Aviation Educator of the Year
Russ Larson

Aircraft Mechanic of the Year
Leroy Gillett

Search and Rescue Appreciation Award
Mike Strand

In a new award presented by the Aeronautics Division the following general aviation airports were recognized:

General Aviation Recognition Award
Colstrip Airport
Ennis Airport

Aeronautics Board Chairman Joel Fenger and board member Sharel Stroh presented the following awards:

Jack Van DeRiet Flight Safety Award
Lyle Sartain

Jack Van DeRiet Flight Training Scholarship
Brent Gray

The following awards were presented by the Montana Pilots Association:

Junior Pilot of the Year
Sandy Wikle

Senior Pilot of the Year
Leroy Keilman

Air Ape of the Year (Bent Prop)
Dr. Eugene Hughes

MPA President's Award
Representative Bob Gilbert

The Montana Chapter of the Ninety Nines presented its first annual Ester Coombs-Vance Scholarship. This scholarship is to aid in the financing of a female student pilots flight training.

1992 Ester Coombs-Vance Scholarship
Dorothy Krantz
Karrie Smith

In addition, Joel Fenger, Chairman, Montana Aeronautics Board, presented Mike Ferguson with a Montana buffalo head wings pin. Chairman Fenger acknowledged Mr. Ferguson's leadership and dedication to aviation. The prestigious numbered wings are awarded to participants completing the annual Montana Aeronautics Division Flight Instructor Refresher Clinic and selected others who have contributed to Montana aviation and aviation safety. They were copyrighted by Frank Wiley, Montana's first Aeronautics Director.

Administrator's Column

U.S. Airspace Nomenclature Changes: Effective September 16, 1993, the FAA's new nomenclature for six different airspace classifications will become effective. Just when we (me, anyway) are getting up to speed on the current airspace nomenclature, the FAA decides to give them new names. I'm not necessarily saying that this would have been bad had they named them this way in the first place, however, they didn't and now we have to adapt to this new nomenclature. I liken it to learning a foreign language, you interpret one to the other or think in one language and speak in the other. If you interpret correctly it will all come out the same anyway so why the big change? At least the present nomenclature means something by using the initials such as TCA (Terminal Control Area), but what does the new designation of Class B mean to anyone? Absolutely nothing unless you interpret Class B back to TCA. Ask the FAA and they will tell you that they are trying to standardize with foreign countries such as Canada. Although this sounds good, but at least in the case of Canada this is not how it worked out. Canada's classification for airspace is not the same as the one that goes into effect September 16, 1993. CONFUSED?? Well, so am I!! I believe that "change" can be good, but not if it is solely for the sake of change. I hope this is not the case here

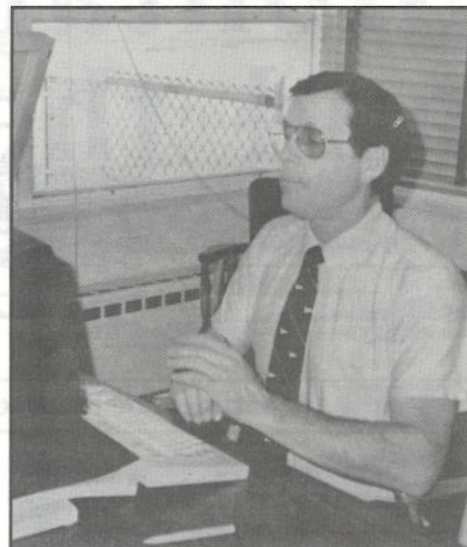
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Feds to Offer Block Grants to States: The federal administration is proposing to offer states block grants for general aviation airport development in their new reauthorization bill entitled, "Aviation Safety and Capacity Expansion Act Amendments for 1992." This is a three-year bill that would provide continued funding for the Airport Improvement Program (AIP) from the "Aviation Users Trust Fund" administered by the Federal Aviation Administration. If successful, all states will be given the option of administering this program for general aviation airports. Three states were selected three years ago to provide a demonstration program to see if such a program would be advantageous to both the federal government and to the states. The states selected were North Carolina, Illinois, and Missouri and all have been successful. Although most national aviation organizations favor this provision, there has been opposing testimony submitted in hearings before the House Aviation Subcommittee by the American Association of Airport Executives (AAAE) and the Airport Associations Council International-North America (AACI-NA).

Maiden Flight Successful



Dr. Ted Beck, Helena, returns from his first test flight in his newly completed Glassair III. Ted reported (with a big smile) that all systems performed to perfection. Ted embarked on this project one year ago and now has only the customized upholstery and final paint projects to complete. CONGRATULATIONS TED!!



Montana and the Sky
Department of Transportation
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Official monthly publication
of the
Aeronautics Division
Telephone 444-2506
2630 Airport Road
Helena, Montana 59604
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Montana and the Sky is published monthly
in the interest of aviation in the
State of Montana.

Third Class postage paid at
Helena, Montana 59604

Subscription: \$3 per year

Editor: Debbie Alke

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North to Alaska

The Alberta Aviation Council has extended an invitation to Montana pilots to join their North to Alaska '92 Air Tour. The invitation is in reciprocation to the 1990 Montana Tour hosted by the Montana Aeronautics Division and the Montana Pilots Association.

The tour is held in conjunction with the 50th anniversary celebration of the Alaska Highway and Northwest Staging Route.

The tour will be held June 27 - July 5, 1992. Following is a tentative itinerary:

Day 1: Grande Prairie - Dawson Creek 95 nm.

Day 2: Dawson Creek - Ft. Nelson - Llard River - Watson Lake (overnight) 410 nm.

Day 3: Watson Lake - Teslin - Whitehorse 196 nm (two night stay).

Day 5: Whitehorse - Northway, Alaska 280 nm (optional stops Haines Junction, Burwash, Beaver Creek).

Day 6: Northway - Fairbanks 200 nm (overnight until Day 8. Depart for home July 5).

Approximate one-way travel from Grand Prairie to Fairbanks is 1,180 nautical miles. Participants will be on their own for the return trip.

If you are interested in participating, please contact the Aeronautics Division for an information packet and application form.

Paving Project at Plains Airport

Proceeds from a fly-in held last summer helped contribute to the paving of the runway at the Plains Airport.

Other improvements include the extension of the runway by 100 feet, making it 60' x 3,000'. Plans are currently underway for a summer paving project to include the taxiways and run up area.

Again this year, proceeds from the fly-in will be donated to the Plains Airport Improvement Fund.

The fly-in will be held June 20 beginning at 8 am. Breakfast and lunch will be available, together with a fun-filled day including an air show and pilot flying contests.

FAA Certificates from Back Page

David Flamand	Butte	Paul Newby	Bozeman
Daniel French	Hobson	Earl Norcutt	Billings
Dennis Giulio	Boulder	Glenn Parmeter	Missoula
Patricia Goldhahn	Missoula	Robert Ray	Billings
Harold Graf	Great Falls	Stanley Read	Hamilton
Clark Haley	Lakeside	Michael Reese	Bozeman
Richard Harp	Great Falls	Raymond Ross	Bozeman
Carl Hartwig	Butte	Kevin Salsberry	Malta
Gordon Henson	Missoula	Mike Sartorie	Billings
William Hewitt	Bigfork	Arnie Scarpholt	Glendive
Duane Hodgkinson	Livingston	Roger Schmierer	Sidney
Don Hunderford	Great Falls	Delbert Schwaderer	Stevensville
Lowell Jacobson	Glasgow	Michael Schwartz	Florence
Gary Jorgenson	Billings	James Shaw	Billings
Clarence J. Kinna	Helena	James Stroh	Havre
Dale Klugman	Helena	Guy Terrille	Dillon
James Kruger	Lakeside	William Troutwine	Belfry
Fred Luenburg	Columbus	Wayne Turner	Big Sandy
Robert McIver	Billings	Clayton Vine	Wolf Point
Kenneth McNees	Helena	Ken Wendland	Billings
Jeff Morrison	Helena	Bill Winninghoff	Helena

Calendar

April 3 - Montana Aeronautics Board Meeting, Helena.

April 4 - MPA Board of Directors Meeting, Helena.

April 5 - 11 - Sun 'n Fun EAA Fly-in, Lakeland, FL.

April 11 - AOM Board Meeting, Helena.

May 15 - 16 - Big Sky Wing of OX5 Aviation Pioneers Spring Meeting, Stardust Motor Lodge, Idaho Falls, ID, (208) 522-2910.

June 8 - 12 - Teacher Workshop, Eastern Montana College, Billings.

June 8 - 19 - Teacher Workshop, University of Montana, Missoula.

June 20 - Fly-in, Plains Airport.

July 4 - Air show, Baker.

July 10 - 12 - Sixth Annual Family Fun Fly-in and Safety Expo, Kalispell.

July 17 - 19 - Schafer Meadows Work Session.

July 31 - August 6 - 39th Annual Experimental Aircraft Association Convention and Fly-in, Oshkosh, WI.

Sept. 5 - 7 - Fly-in, Yellowstone Airport, West Yellowstone.

Sept. 18 - 20 - Mountain Search Pilot Clinic, Kalispell.

Feb. 5 - 7, 1993 - Flight Instructor Refresher Clinic, Helena.

Feb. 24 - 27, 1993 - Montana Aviation Conference, Holiday Inn, Missoula.

March 1 - 3, 1993 - Upper Midwest Aviation Symposium, Bismarck, North Dakota.

Runway Effort Scheduled at Missoula

Construction is scheduled to begin approximately April 27 on Runway 1129 at Johnson Bell Field, Missoula. The construction project will involve major rehabilitation to Runway 1129 and will be completed in three phases.

The final phase of construction is scheduled for completion around June 25.

For further information or specifics please contact: Tim Phillips or Don Livasy, Missoula International Airport, 728-4381, or John Styba, Airport District Office, FAA, 449-5271.

More 1992 Conference Photos



Mike Strand receives the Search and Rescue Appreciation Award from Mike Ferguson for his continued dedication and support of the Aeronautic Division's volunteer search and rescue program.



In a surprise presentation, Mike Ferguson is "pinned" with a set of Montana wings by Aeronautics Board Chairman Joel Fenger.



Paul Yedinak, Ennis Airport Manager and fixed base operator, accepts a general aviation airport award on behalf of the Ennis Airport.



Lisle Wood, President of MPA, presents Leroy Keilman of Billings with the Senior Pilot of the Year Award.



Receiving the Junior Pilot of the Year Award is Sandy Wikle of Clancy.



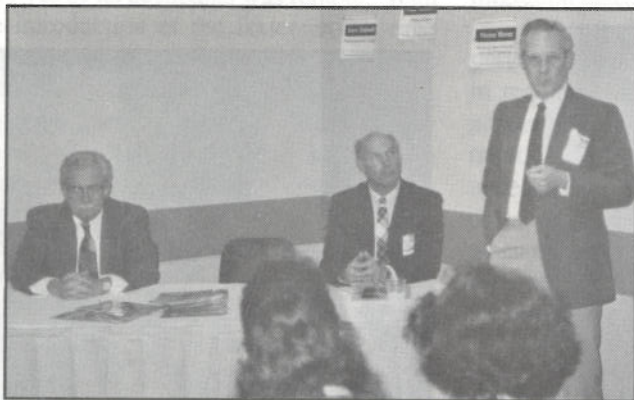
On behalf of the Bozeman Conference Committee, Paula DeKeyrel, Chairman, presents Colonel Jim Adamson with gifts in appreciation for his participation at the conference.



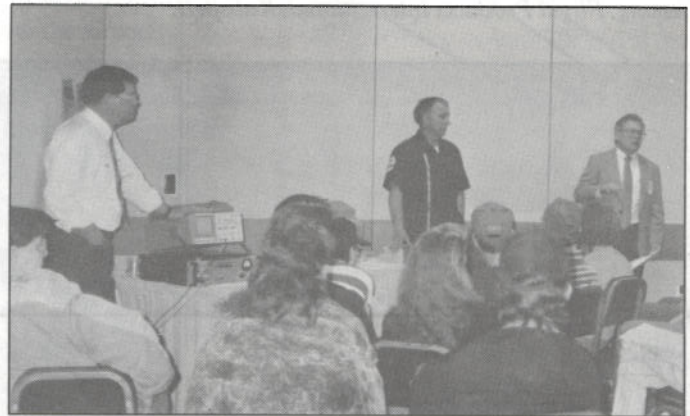
A special attraction at Saturday's luncheon was a performance by Montana State University's Air Force ROTC "Blunderbirds." These talented students performed spectacular feats accomplished only by the U.S. Air Force Thunderbirds.



Tina Pomeroy, President of Montana 99s, presents the Ester Coombs-Vance Memorial Scholarship to Dorothy Krantz, Bozeman, and Karrie Smith, Helena.



A special aviation/aerospace career day attracted close to 100 students. Career specialists pictured from left to right are Victor Gerez, Chairman, Electrical Engineering Department, MSU; Phil Vittetoe, aviation mechanic instructor, Helena Vo-Tech Center; and Dave Kimball, Director, Aviation Programs and Professor of Aviation, Rocky Mountain College.



Another group of career specialists – Bob Williams, Bozeman Airway Facilities Manager, FAA; Gerald Mobley, Vice-President of Aviation and Director of Operations, Deaconess Flight Department, Billings; and Denney Bridges, Aviation Safety Inspector, FAA, Helena, visit with students about their careers.



Representatives from the military include Colonel Jim Adamson, NASA Astronaut; Captain Lynn Steer, Malmstrom Air Force Base; and Lt. Col. David McLaughlin, MSU Air Force ROTC.



Professional pilots who participated in the career day include from left to right: Mary Morris, US Air; Steve Nicoll, soaring instructor and Alaska float plane guide; Jim Damron and Patty Mitchell, United Airlines.



Thirty-six cherished exhibitors participated in the trade show displaying the latest products and services available. Pictured are Glenn Weaver and Russ Pankey, Minuteman Aviation, Missoula; Martin Elshire and Gary Wirrell, Aerotronics, Billings; and Jim and Wilma Fleming, Flight Products International, Kalispell.



An informal Question and Answer Session was conducted by the Montana Aeronautics Board pictured from left to right are board members George Teslovick, Doug Freeman, Howard Gipe, Chairman Joel Fenger, Greg Mecklenburg, Sharel Stroh, Lee Ford, and Pete Pederson.



Many participated in the annual Aircraft Mechanics Refresher Seminar. An impressive group of speakers presented 10 hours of instruction for the mechanics.



Bud Hall poses with the mannequin that he arranged to have on display in the conference registration area. Bud, with some help from his friends, struggled and finally managed to get her dressed in World War II garb.

Close Encounters of the Bird Kind

Birds and Aircraft: Do We Have a Problem in Montana?

By Gerald C. Burrows
Chief Airport/Airways Bureau

Portions of article from: U.S. Fish and Wildlife Service Army Corps of Engineers

Birds have been a hazard to aircraft since the inception of the first powered flight. During the early days of aviation, however, when aircraft speeds were relatively slow, bird strikes to aircraft were infrequent and damages were mainly confined to cracked windscreens. The likelihood of the loss of an aircraft and/or the lives of its occupants was remote. With the introduction of the faster jet-powered aircraft, bird strikes ceased to be a minor annoyance and became a serious hazard. With the faster speeds many birds simply cannot get out of the way of aircraft, and the force of their impact has been greatly increased.

Damage caused to aircraft usually results from the impact of one or more birds on the engines or fuselage. Most bird strikes do not result in crashes, but they may involve costly structural and mechanical damage to the aircraft. Aircraft repair costs run into millions of dollars each year making this a serious economic problem. Even though most bird/aircraft strikes do not result in crashes, bird hazards are still a serious safety problem because of the potential for loss of human life.

The Fish and Wildlife Service recognizes the seriousness of this problem and considers work to resolve bird/aircraft hazards to be among its most important priorities. The bird hazard-to-aircraft problem is not unique to this country, but rather, is international in nature.

All habitats about an airport, natural or man-made, attract certain species of birds at some season of the year. One of the first steps in reducing bird hazards is to determine why birds are attracted to the airport and its vicinity. By managing habitats to be less attractive to birds, we can reduce bird hazards at airports.

Birds occur at or near airports generally because the airport provides food, water, or

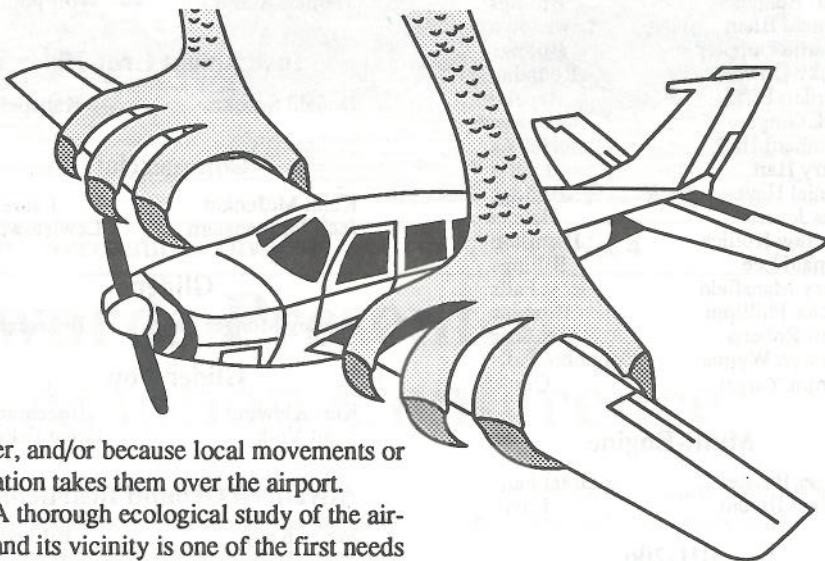
shelter, and/or because local movements or migration takes them over the airport.

A thorough ecological study of the airport and its vicinity is one of the first needs in reducing bird strike hazards. Capable personnel trained in both wildlife management and bird strike problems should undertake the study. The study should address what species of birds are involved, when they pose problems, what it is that attracts them, and what can be done to reduce the bird attraction of the airport.

The U.S. Fish and Wildlife Service; Helena FAA Airports District Office; representatives from the Seattle FAA Regional Office; USDA Animal Damage Control; Havre City/County Airport Board; interested citizens; the airport consultant; and the Aeronautics Division have been meeting to discuss the establishment of a management plan for the Halfway Lake/Sands Wildlife Refuge located just east of Runway 21 on the Havre Airport.

We would welcome your input concerning any bird strikes or near misses you may have encountered when using the Havre Airport. We would also welcome any reports you may have concerning bird problems at other Montana airports. Bird nesting areas, landfills, sewage ponds, etc. may all contribute to unwanted bird populations. Please write with as much information as possible - time of year, time of day, type of aircraft, landing or takeoff, type of bird, etc.

Research and reports dealing with the safety hazards associated with birds have generally been limited to aircraft collisions.



Probably the most dramatic case was the 1960 collision of an Electra turboprop with a large flock of starlings at Boston's Logan Airports when 62 people were killed. The birds were sucked into three of the four engines continuously for several seconds during the critical takeoff period. In the United States, over 200 people have been killed in bird strike accidents. The annual cost to repair aircraft damage resulting from bird strikes exceeds \$1 billion worldwide and \$10 million in the United States.

Aircraft collisions with birds occur at a rate of one to three collisions per 10,000 takeoffs and landings, generally without damage to the aircraft. Fully 75 percent of all bird strikes occur at or near airports. During 1984, there were 331 bird strikes with naval aircraft for every 100,000 hours of flight time.

Gulls are the number one aircraft bird hazards in eastern North America. They are involved in half of all bird-aircraft strikes in Canada and worldwide.

Do we have a bird problem in Montana?

Bird problems at many airports throughout the U.S. re-occur regularly, and require constant attention and maintenance. A complete bird management program makes the airport unattractive to birds. This is accomplished through habitat modification based on an ecological study of the airport and vicinity.

FAA Issues Certificates

Private

Kurt Benner	Billings
Donald Blain	Lewistown
Charlie Doppler	Billings
Ricky Downs	Roundup
Gordon Erfle	Rapelje
Jack Gingery	Glendive
Bernhard Hall	Helena
Terry Hart	Laurel
Daniel Haven	Billings
Jens Jensen	Helena
Andrew Kullick	Hamilton
Donald Lee	Billings
Terry Mansfield	Great Falls
Victor Phillippi	Broadus
Clair Roberts	Gardiner
Corwyn Wyman	Columbia Falls
Denim Yarger	Circle

Multi-Engine

Roger Bessler	Great Falls
Robert Breum	Havre

BH-206

Harry King	Missoula
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L-382

Wayne Hill	Laurel
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Instrument

Thomas Romo	Wolf Point
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Instrument Crot-Hel

Donald Sneck	Kalispell
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Commercial

Keith McJunkin	Laurel
Jack Morgenstern	Lewistown

Glider

Stanley Monger	Bozeman
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Glider Tow

Kurt Klewin	Bozeman
Scott Volk	Great Falls

Advanced Ground Instructor

James Kelly	Billings
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CFI - New

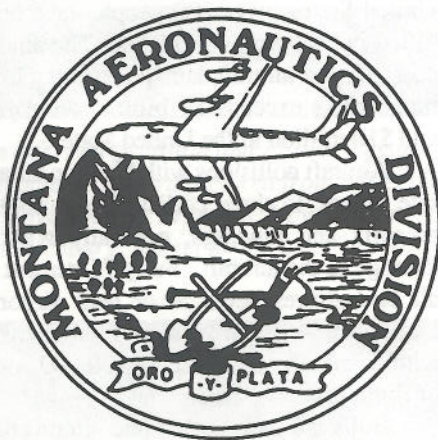
Brett Kruger	Billings
Evelyn Roy	Missoula
Trent Thompson	Forsyth

CFI - Renew

Wayne Baer	Ronan
James Bastiani	Bozeman
Mike Biggerstaff	Stanford
Philip Brod	Great Falls
Bill Brosz	Great Falls
Gerald Bullinger	Billings
Rose Buschbom	Livingston
James Cooney	Helena
Wendy Cromwell	Bonner
James Damron	Columbus
Armande Demontigny	Helena
Thomas Dewitt	Great Falls
Patrick Doyle	Turner
Dennis Elgen	Culbertson
William Fairhurst	Three Forks

See FAA Certificates, Page 3

Twenty-eight hundred copies of this public document were produced at an estimated cost of 39¢ each, for a total cost of \$1,093. This includes \$50 for production, \$415 for postage and \$628 for printing.



April 1992

Bulk Rate
Postage Paid at
Helena, MT 59620
Permit No. 89

PO Box 5178
 Helena, Montana 59604